



# SAND SCRIPT

EXPEDITIONARY EDITION

Vol. 4, No. 29

380th Air Expeditionary Wing

July 29, 2005

## Future Total Force outlined on Capitol Hill

By Staff Sgt. C. Todd Lopez  
Air Force Print News

**WASHINGTON (AFPN)** — There will be no “gap” between the end of assigned missions for Air National Guard units and the beginning of their replacement missions.

In testimony before the House Armed Services Committee on July 20, the director of Air Force plans and programs told legislators the service is working hard to find replacement missions for Air National Guard units that may lose their flying mission as a result of the current Base Realignment and Closure recommendations.

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## Fuels keeps everyone moving

Staff Sgt Daniel R. Duggan (foreground) and Airman 1st Class Marty R. Jacobs, both from Luke AFB, Ariz., prepare a bulk fuel container to issue special fuel to an R-11 refueling truck. Fuels technicians work in the desert heat to ensure aircraft get their much-needed fuel—an average of more than 10 million gallons monthly. Photo by Senior Airman Elija Roberts

For the article, see Page 4.



## What not to wear

Think you know the right way to wear the uniform?

There are at least four things wrong with the way she is wearing her uniform. Can you spot them?

The answers are on Page 5.



**Tops in Blue will perform here Monday. Get ready for a show!**

## Air Force Reserve seeks applicants for full-time duty

**WASHINGTON (AFPN)** — Air Force Reserve officials are looking for officers and enlisted people to fill full-time Active Guard and Reserve positions.

In the past 15 years, the number of slots has increased from 400 to more than 1,900 authorizations.

“We have opportunities in many specialties but a larger concentration in career fields such as security forces, combat rescue, intelligence, maintenance, space,

pilot and personnel,” said Maj. Dawn Suitor, deputy director of the office of Air Force Reserve’s AGR management office. “Currently, Air Force Reserve Command’s hard-to-

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# What will you do with your 'do over?'

## Groundhog Day is a chance to do it even better

By Col. Diane Hull ■ 380th Air Expeditionary Wing Vice Commander

380th Warriors, by now you must have seen the early 1990's film "Groundhog Day." It's a deployment classic and a must-see for expeditionary Airmen.

In the movie, Bill Murray plays an arrogant, wise-cracking weatherman named Phil who thinks he is too good to be assigned to do a minor newscast covering the annual observance of Groundhog Day in Punxsutawney, Pa. He wishes that he were anywhere else than that small town in the middle of nowhere and can't wait to leave. Unfortunately for him, Phil gets snowed in and has to spend the night in Punxsutawney; the next morning he wakes up at 6 a.m. and finds out it's Groundhog Day all over again! Phil goes about his business, sees all the same people, doing and saying all the same things.

No matter what he does, everyday he wakes up to the same music and repeats the same day over and over ... Groundhog Day.

Anyone who has deployed before has no doubt heard people describe their lives as "Groundhog Day." As we come into the home stretch for Air Expeditionary Force (AEF) 5/6 and start to gear up for AEF 7/8, I'm sure many of you have used this term to describe life in the 380th. I confess I've occasionally referenced "Groundhog Day" myself over the last 11 months. Most of us tend to go automatically through our very similar "Groundhog Days," sometimes just operating on autopilot.

The question and challenge for AEF 5/6 is, "What are you doing to advance the calendar and the mission besides just counting the days?"

In the movie, Phil is forced to repeat the same day and the same mistakes until he makes substantial, positive changes in the way he interacts with people and handles different situations. Phil gets the luxury of being stuck in the same day until he gets it "right." Eventually, he transforms from being a self-centered jerk into someone that is kind and helpful to others. Phil actually becomes a good wingman, a team player that's focused on service before self.

So, instead of thinking about "Groundhog Day" in a negative light, use your "do over" days to get it right. Decide how to use each day. Be a good wingman and make a positive impact on the mission instead of allowing yourself to get stuck in a rut or perhaps repeat the same mistakes. Like Phil, we can start each day with

a clean slate and use the lessons learned from the day prior to improve our processes and wing readiness.

One of the benefits of having an expeditionary, rotational force is the fresh perspective it brings to the wing. New people bring new ideas and ways to improve operations. Take advantage of your "Groundhog Day" to make a difference ... you'll be surprised by how quickly the time passes and by how much you're able to accomplish. No other Air Force in the world can do what you do everyday, 24/7/365.

Congratulations on a successful rotation so far! Soon you will be on the rotator heading for home and wondering what happened to the last 60, 120, or even 179 days. One Team, One Fight!

**The question and challenge for AEF 5/6 is, "What are you doing to advance the calendar and the mission besides just counting the days?"**

### Commander's Forum

If you have a question or comment you would like to send directly to the wing commander, Col. Darryl Burke, send an e-mail to [380aew.pa@adab.centaf.af.mil](mailto:380aew.pa@adab.centaf.af.mil). The Commander will provide a direct response by e-mail for most issues. However, Public Affairs will consolidate repeat questions and print the responses in the weekly *Sand Script* for widespread dissemination.



### Air Expeditionary Force 5/6

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To submit ideas, e-mail [380aew.pa@adab.centaf.af.mil](mailto:380aew.pa@adab.centaf.af.mil). The newspaper staff reserves the right to edit all submissions for content, policy and style. Acceptance of inputs by the newspaper staff does not guarantee publication.

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### Too fast, too dark



A Mitsubishi van carrying six people struck a 2,000 pound barrier here Sept. 26, 2004. The accident was caused by excessive speed, unmarked barriers and a poorly lit roadway, according to the 380th Air Expeditionary Wing Ground Safety. The driver and all occupants were wearing seatbelts; however, the driver was medically evacuated with leg injuries. This mishap was preventable. Beware of unmarked hazards and poorly lit road conditions. Obey posted speed limits and always wear your seatbelt; your life may depend on it.



July 29, 2005 - Sand Script

# Pilots reach flying milestones

By Lt. Col. Timothy Sipes  
380th Expeditionary Air  
Refueling Squadron

Two KC-135 pilots here recently reached a flying milestone that until recently had not been achieved by the most senior aircrew members. Capts. Edward Yonce and Edward Schierlberl both completed their 100th combat mission, putting them in the distinguished company of a select group of veterans.

To recognize that feat, the 908th Expeditionary Air Refueling Squadron resurrected a tradition of awarding a "100 missions" patch from the days of Vietnam. It has been more than 30 years since the end of the Vietnam war and the nation's involvement in an extended conventional conflict. Like the Southeast Asian deployments of the 60s and early 70s, an expeditionary lifestyle has become a common part of our military life.

Like today, Vietnam combat missions were flown around the clock, day in and day out. Over time, the number of sorties became significant. At some point, in the interest of esprit de corps, Vietnam fliers began a tradition of recognizing the achievement of completing 100 combat missions.

Sometimes this milestone marked the end of a tour; however, more often the tradition involved earning the right to proudly wear an "unofficial" 100 mission patch. Each airframe of the era created and awarded their version of the patch. Some of the busier airframes included 200, 300, and even 400 mission versions. In 1973, the war



**Captains Yonce (left) and Schierlberl after their 100th mission. Other people who have reached at least 100 missions (and are on station) follows, as well as the number of missions: Kevin Doucet, 154; David Garon, 151; Clint Saffo, 140; Tate Whitener, 139; Jeff Armantrout, 134; John Mikal, 131; Eric Fryar, 129; and Matthew Ross, 123. Photo by Senior Airman Elijah Roberts**



ended, and with no other sustained conflicts, the patch fell into history.

Passing the 100th combat sortie is a significant milestone, and one that most aircrew members might go an entire career without achieving. Today more and more fliers are achieving this milestone due to the sustained operations tempo of Operations Iraqi Freedom and Enduring Freedom. KC-135 crewmembers are reaching that milestone in as little as 18 months.

For the KC-135, 18 months often represents a fifth or even sixth deployment,

representing 180 to 200 days of temporary duty in a year. Many Airmen don't realize the insatiable need for in-flight refueling of fighters, bombers, cargo, and other aircraft both in the area of responsibility and out. With tankers in high demand worldwide they do not fit into the AEF construct. Tanker crews may come for 60 days at the beginning of an Air Expeditionary Force, go home, and return again during the same AEF cycle for yet another 60 days, then go home, and return again and again.

In the continued pursuit of winning the global war on terrorism, the KC-135 has become one of the busier airframes of this conflict. With some crewmembers already at the 180 mission mark, design has begun on a 200 mission version of the patch.

## August promotions

The following people are scheduled to be promoted during the month of August. Promotees are listed with their projected rank.

- Maj. Frank Capoccia
- Capts. Qulario E. Brown and Michael Eslick
- Master Sgts. James M. Norton and Thaine E. Odom
- Staff Sgts. David Brattain, Jonathan W. Dean, Steven Eagan, Steven L. Knicely, and Jonathon P. Schmidt
- Senior Airmen Ryan L. Schultz, Brian N. Deangelis, and Justin M. Safrut
- Airmen 1st Class Curtis Harris II, Joshua Vanhouten, and Jason M. Davis

## Future Total Force

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"We have a tough job ahead of us, establishing new missions for these areas," said Lt. Gen. Stephen G. Wood. "(But) we are committed not to gap between areas. If we have a unit that is going to lose its aircraft and transition to a new mission, we want to bring those aircraft down at the same rate we train for the new mission."

Some legislators said they feared that without the draw of an aircraft for local communities to rally around and for potential Airmen to be interested in, it would be difficult to retain existing guardsmen and to recruit new ones. But General Wood said the Air Force is more than just airplanes, and said he hoped existing Guardsmen would be willing to participate in new, critical missions.

"The Air Force is more than flying aircraft," he said. "We are a space force. We are a cyber force. There are new, engaging missions out there that we need to prepare for the future. It is our hope that these outstanding Airmen transition to these new jobs."

## Air Force Reserve seeks full-time applicants

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fill positions are in security forces, intelligence and combat rescue. We are actively seeking volunteers for these programs."

Reservists in the AGR program serve under the authority of Title 10 of the U.S. Code and receive most of the benefits afforded to the active force. They qualify for an active-duty retirement, provided they attain career status and can serve 20 years active federal military service.

The program offers tours of duty on the Air Staff; AFRC headquarters at Robins Air Force Base, Ga.; Air Reserve Personnel Center headquarters in Denver; in AFRC units; and with other major commands.

Information about vacancies and application procedures, as well as more details on the program, is available on the AFRC Web site under job opportunities at [www.afrc.af.mil/](http://www.afrc.af.mil/). (Courtesy of AFRC News Service)

*One Team, One Fight!*

# Aviation and ground fuel vital to victory

## ■ More than 10 million gallons of fuel monthly

By Senior Master Sgt. Jan Beck  
380th Expeditionary Logistics Readiness Squadron

Military history is chock full of examples of logistics shortcomings that contributed to defeat. One has only to step back to World War II where the shortcomings of the logistics pipeline contributed either to delaying a campaign or out and out defeat. Gen. George S. Patton's Third Army was brought to a standstill in France in 1944 awaiting fuel and Gen. Von Rundstedt's armored forces were defeated by a combination of tenacious G.I.s and the lack of fuel during the Battle of the Bulge. Both illustrate the power of logistics.

Victory, on the other hand, is not gained solely by the bravery of the soldiers on the front lines or the strategies and leadership of the generals, but also by the indomitable logisticians in the U.S. Armed Forces. One doesn't have to venture too far within the 380th Air Expeditionary Wing to locate a dedicated team of "fuelies" from the Fuels Management Flight, also known as POL, of the 380th Expeditionary Logistics Readiness Squadron. This flight is an integral contributor to victory in the daily execution of the global war on terrorism. Day in and day out, this flight takes the fight to the enemy through dedicated handling of aviation and ground fuel. They can be seen driving on the roads and flightline in R-11 refueling trucks responding to countless requests for fuels, testing fuel for impurities, or maintaining a lonely vigil at the bulk fuel storage facility. Without them, not only would our air refueling mission be non-existent, but also surveillance and reconnaissance missions would be grounded.

Chief Master Sgt. Richard Cain, deployed from the 31st Logistics Readiness Squadron at Aviano AB, Italy, leads the flight of 37 hard charging "fuelies" from Luke and McGuire AFBs and they have a tremendous amount of pride in their contributions to the wing's mission. POL touches everyone assigned to the wing -- from ensuring the 380th Expeditionary Civil Engineer Squadron has essential diesel fuel for their power production generators, which power everything on the light side, to refueling the countless generators around the installation. However, the largest mission rests with the challenging refueling of our tanker and reconnaissance aircraft, which in-turn take the fight to the enemy.



**Senior Airman Mark R. Jahnke, deployed from McGuire AFB, N.J., checks the seals on top of a 10,000-gallon commercial JP-8 receipt truck against the numbers printed on the shipping document. For safety reasons, because he has to climb on the truck, Airman Jahnke uses plastic seals to verify shipping information. The seals are imprinted with much of the shipping document information. Photo by Senior Airman Elijah Roberts**

On average, they pump more than 10 million gallons of fuel monthly.

When a surge in refueling requirements occurred last month, team POL responded. "Without any additional personnel and using existing equipment, we stepped up to the increased ops tempo without missing a beat," said Chief Cain. "We could not have done it without the outstanding support provided by the 380 ELRS Vehicle Maintenance Flight in keeping our refueling vehicle fleet in commission. We drive these refueling vehicles constantly, putting hard miles on them, which is a great challenge to the vehicle maintainers to keep them fully mission capable."

Team POL takes great pride in supporting their customers. Delays in fuel delivery get management involved fast. To ensure prompt customer support, each refueling run is tracked from the time of the call in to the time of arrival at the aircraft. Most stateside bases have a refueling hydrant system on the flight line that simplifies fuels deliveries. POL is challenged here because there is no hydrant system and refueling trucks must respond individually to each aircraft; sometimes multiple trucks to single aircraft. Even with that challenge, the flight consistently beats the Air Force standard of 30 minute deliveries, achieving an average of 14 minute delivery responses, while maintaining safe operations.

From the high intensity, fast-paced job as a

refueling truck driver to the lonely bulk storage area, team POL is a seamless entity. Senior Airman Mark Jahnke, deployed from the 305th LRS at McGuire AFB NJ, mans the fuel off loading facility in a remote corner of the base through which every drop of fuel coming into the base passes. "It's a lonely job, but I would not have it any other way," he said. "What I do is critical to the success of the mission." He also said no job here is more important than any other, it's all a team effort. This "Team" never stops working as they are a 24/7 shop making the mission happen all the time. From gas for vehicles, to liquid oxygen and special fuel to support the U-2, POL is here to "get it done."

All this hard work paid off as the Fuels Management Flight earned the "Team Award" for the 380 AEW for June. "I couldn't be more proud of the team," said Chief Cain. "The accomplishments under very austere conditions speak volumes about the dedication of our flight." Maj. Carmen Goyette, 380 ELRS commander agreed. "These dedicated Airmen are amazing, working safely in a harsh and unforgiving environment, and meeting and exceeding mission requirements," she said.

And so it goes, the professionals of POL day in and day out pumping fuel onto the base and into the aircraft that take the fight to the enemy. They guarantee the logistics pipeline is always primed to ensure victory; they will never accept defeat!

***One Team, One Fight!***



# What not to wear

Right



Wrong



Were you able to guess what was wrong with the way she is wearing her uniform? Test yourself here and you might find the uniform faux pas humorous. By the way, thanks to Staff Sgt. Cynthia Milanese, of the 380th Expeditionary Medical Group, who always wears her uniform the right way.

**Cover:** It's a 'floppy hat,' and it's floppy around the edges. It's not a cowboy hat or a sombrero, and the chin strap does not belong on top of the hat. **When inside**, the hat is not worn hanging around the neck or tucked in the cuff of the DCU blouse.

**Sunglasses:** Sunglasses are not mirrored and they are worn on the face, not the top of the head, hat or back of the neck. **When inside**, they are not worn, and they also shouldn't be hanging from anywhere on the uniform. Think about it: DCUs have 10 pockets ... use them.

**Sleeves:** If rolled up, the cuff should be resting on or 1" from the inside of the elbow, when the arm is bent at a 90 degree angle. Sleeves are not tucked under or pushed up.

**Blousing the trousers:** Trousers should be bloused at the top or near the top of the boot. If blousing occurs around the ankles, really, what is the point of a blousing strap? Also, trousers are not supposed to be tucked into boots. Finally, white socks can be worn, but the socks should not be visible.

References: AFI 36-2903,  
Wing Instruction 36-2903

Photo illustration by  
Master Sgt. Cheryl L. Toner

## What kind of fuel does that take?

*The 380th Expeditionary Logistics Readiness Squadron requests that drivers ensure the fuel being pumped into unit vehicles is the right type for the vehicle. Putting diesel into a vehicle requiring unleaded fuel, or vice versa, disables the vehicle. In most vehicles, the type of fuel required is printed on the gas cap or inside the flap covering the gas cap. The appropriate type of fuel is also sometimes printed on the dashboard. If in doubt, ask vehicle maintenance. Don't guess! The host nation gas station pumps are clearly marked with either "diesel" or "regular/unleaded." This attention to detail is especially important for people who routinely switch vehicles. The Toyota given to a unit to drive today may take a different type of fuel than the Toyota given to the unit tomorrow.*

*One Team, One Fight!*

# Combat Dining-In

## Event rife with tradition

### Provided by the Combat Dining-In committee

Get ready for the base Combat Dining In, Aug. 19 on the soccer pad. Look to future editions of the Sand Script and the base bulletin for time or date changes.

For people who wonder why the Air Force hosts dining ins, read on.

Many of our military customs and traditions are traceable to the earliest warriors. The dining-in is one such military tradition that has its roots in the shadows of antiquity. The pre-Christian Roman Legions probably began the dining-in tradition. Roman military commanders frequently held great banquets to honor individuals and military units. These gatherings were victory celebrations where past feats were remembered and the booty from recent conquests paraded. The second century Viking war lords stylized the format of the victory feast. With the exception of the lookout, or watch, the entire clan attended these celebrations.

The dining-in custom was transplanted to ancient England by Roman and Viking warriors, and King Arthur's Knights of the Round Table practiced a form of dining-in in the sixth century. The dining-in became increasingly formalized after the first officers' mess was established. It is said that in the early 1800s, when England was the reigning power in India, it was an English army post where the dining-in received renewed impetus.

Many early American customs and traditions were British in origin and the military was no exception. British Army and Navy units deployed to the wilderness of America brought with them the social customs and traditions of their service. Included was the formal military dinner, referred to as "guest night." This custom provided an opportunity for officers to gather for an evening of good food, drink, and fellowship. In establishing an independent nation, America's founders borrowed much of the military structure of their adversary, including social customs.

British naval, land, and air units are still active enthusiasts of the dining-in. In fact, many units reportedly hold at least one such

**You should never go into "combat" without knowing the rules. Check out the Sand Script next week for the Rules of the Mess.**

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function monthly. Some British messes still call the occasional guest night, while others refer to it as "dining-in night" or "band night."

As previously mentioned, the United States dining-in tradition was borrowed from the English by George Washington's Continentals. Despite the colonists' aversion to anything

suggesting the Redcoat, Continental naval and army officers must have fully realized the value of these occasions in the promotion of pride of service, high morale, and loyalty.

In the pioneer era of military aviation, the late General H. H. "Hap" Arnold is reported to have held famous parties called Wing-Dings at March Field in 1933, inaugurating the first of these occasions.

The long association of U.S. Army Air Force officers with the British during World War II surely stimulated increased American interest in the dining-in custom. At Royal Air Force stations throughout Great Britain during World War II, the officers' mess was as popular with Army Air Force officers as it had been with the British for nearly a century and a half. As a place to seek leisure during off-duty hours, the officers' mess allowed high spirits and practical joking to be unleashed without restraint.

But while the association of British and American officers during World War II brought the format and protocol of the Army Air Force dining-in custom more in line with the English tradition, the war years also proved to be the high point of dining-in popularity. In fact, the Air Force dinings-in steadily declined in frequency until the late 1950s. However, there was a conscious effort to rejuvenate the U.S. Air Force dining-in tradition beginning in 1958.

Fortunately, despite the obstacles of the twentieth century, the tradition of dining-in has not died. While the dining-in tradition was slowly accepted by American military officers, it is a popular tradition today. The Navy and Air Force call this social affair the dining-in. The Marine Corps and the Coast Guard refer to it as "mess night"; the Army refers to it as the "regimental dinner."

*Courtesy of [www.airforcewives.com](http://www.airforcewives.com)*

**One Team, One Fight!**



**Tech. Sgt. Ronald Fanning**  
**380th Expeditionary**  
**Mission Support Group**  
**PERSCO Flight**

**Hometown:** Davenport, Iowa  
**Home station:** Dover AFB, Del.

**Time in service:** 17 years

**Goals while here:** To have a positive effect on those around me. Additionally, to further my education by completing the classes I enrolled in before I arrived.

**Shirts comments:** Sergeant Fanning is one of those "behind the scene" guys who is critical to the accomplishment of the mission. He has excelled in a one-deep position where key manning decisions are made. He is also extremely active in the base community with the Top 4, as well as intramural sports and activities. He is one of my "go to" guys when I need things done!



# AROUND THE AIR FORCE



## Engaged

NAVAL BASE GUAM — Senior Airman James Jordan and Navy Petty Officer 1st Class Michael Hammes prepare to engage opposition forces during a special response team training course here recently. Airman Jordan is assigned to the 613th Contingency Response Group at nearby Andersen Air Force Base. photo by Staff Sgt. Bennie J. Davis III



## Preparing the bird

AVIANO AIR BASE, Italy — Capt. Mark Wisher goes over his preflight checks before a training mission here July 20. He is an F-16 Fighting Falcon pilot assigned to the 510th Fighter Squadron. photo by Staff Sgt. Michael R. Holzworth



## Running some tests

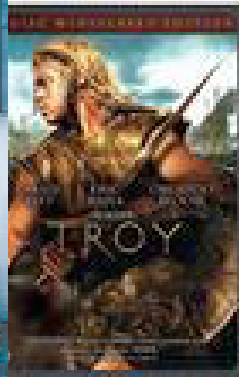
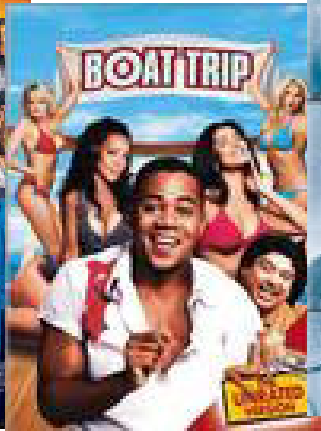
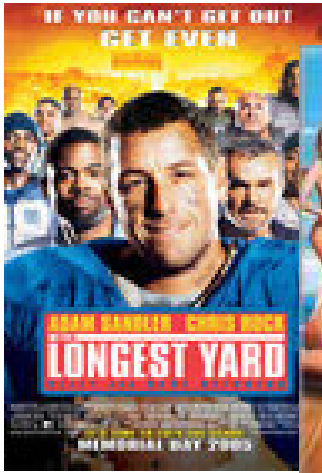
EIELSON AIR FORCE BASE, Alaska — Senior Airman Nathan Edenfield uses a multimeter to test a fuse to see if it is blown. Airman Edenfield is a medical equipment repair technician with the 354th Medical Support Squadron here. Photo by Airman 1st Class Anthony Nelson Jr.



## Desert landing

FALLON, Nev. — U.S. Air Force pararescuemen and a simulated "survivor" watch as an HH-60G Pave Hawk helicopter comes in for a landing here recently. The multiservice, multinational training exercise prepares combat search and rescue teams to extract downed personnel in a variety of environments and situations. Photo by Petty Officer 2nd Class Scott Taylor

# CALENDAR..... July 29-Aug. 4



**Today:** 3 p.m., Troy; 8 p.m., Jay-Z in Concert: Fade to Black; 11 p.m., The Longest Yard.  
**Saturday:** 3 p.m., Boat Trip; 8 p.m., Just Married; After Bingo, Rebound; 11 p.m.,

Punisher.  
**Sunday:** 3 p.m., The Longest Yard; 8 p.m., Blade; 11 p.m., Barber Shop.  
**Monday:** 3 p.m., Payback; 8 p.m., The Longest Yard; 11 p.m.,

Fight Club.  
**Tuesday:** 3 p.m., American Pie; 8 p.m., American Pie 2; 11 p.m., The Longest Yard  
**Wednesday:** 3 p.m., Rebound; 8 p.m., A

Man Apart; 11 p.m., Gone in 60 Seconds.  
**Thursday:** Driver's Safety Orientation; 8 p.m., Rebound; 11 p.m., Enemy of the State

## SEVEN SANDS CHAPEL SCHEDULE

### Protestant services

**Sunday worship:** Contemporary Worship Service, 10:30 a.m. in the base theater. Traditional/Liturgical Service is in the chapel at 6:30 p.m.

### Catholic services

**Mass Schedule:** Saturdays at 5 p.m., Sundays at 9 a.m., Confessions are held Sundays at 8:30 a.m.

*Praise team musicians and sound board technicians are needed. For more information, contact the chaplain's office at Ext. 2-0099.*

Times and activities subject to change

**FEEL THE BURN!** Head to the basketball court at 5 a.m. or the drill pad at 8 p.m. for cardiokickboxing Monday through Friday. Exception: Tuesday night there is no class; however, fitness program planning is offered in the cardio tent. Services has the schedule of basic, advanced and intermediate classes.

## Tops in Blue to perform here

Don't miss the Tops in Blue performance Monday. While you probably know they perform all over the world, you may not know the following bits of trivia.

- They had their TV debut in 1954 on Ed Sullivan's "Toast of the Town!"
- They performed in six Bob Hope Specials.
- They performed before a live and broadcast audience of 110 million at Super Bowl XIX.
- They unload and set up more than 36,000 pounds of equipment per performance.
- Their performance features special effects lighting equivalent to 556 lights.
- They use a stage and truss that are built to fit on six pallets or one truck trailer.
- They use more than two miles of cable during each performance.
- More than 1,700 airmen have been featured in their shows during the past 50 years.
- They have performed over 7,000 shows since 1953.

## Hours of Operation



Agency	Hours of Operation	Phone
Barber shop	Daily, 9 a.m.-6 p.m. Closed 1-2 p.m. for lunch.	462-0218
Base exchange	Monday-Saturday, 10 a.m.-8 p.m. Sunday, 9 a.m.-6 p.m.	462-0148
Medical clinic	Monday-Saturday, 8 a.m.-4 p.m. Sunday, 8-10 a.m. Sick call, 8-10 a.m. Routine care or out-processing personnel, 10 a.m.-4 p.m.	462-0555
Finance	Daily, 9 a.m.-5 p.m. Closed Fridays Closed 11 a.m.-noon for lunch.	462-0227
Post office	Monday-Sunday, 9 a.m.-5 p.m. Closed Fridays.	462-0439
Lodging	Every day, 7 a.m.-7 p.m.	462-0314
Oasis CAC	Open 24 hours. Closed for shift change 6:30-7 a.m. and 6:30-7 p.m.	462-0228
Hideaway CAC	Open 24 hours. Closed for shift change 6:30-7 a.m. and 6:30-7 p.m.	462-0006
Jemma Springs Café	Breakfast, 5-8 a.m. Lunch, 11 a.m.-2 p.m. Dinner, 5-8 p.m. Midnight meal, 10:30 p.m.- 1:30 a.m.	462-0214
Flightline dining facility	Breakfast, 6-8:30 a.m. Lunch, noon-2:30 p.m. Dinner, 6-8:30 p.m.	462-3144
Pass and Registration	Monday-Saturday, 8 a.m.-5 p.m. Closed Sundays	462-0107

*One Team, One Fight!*